

BookletChartTM

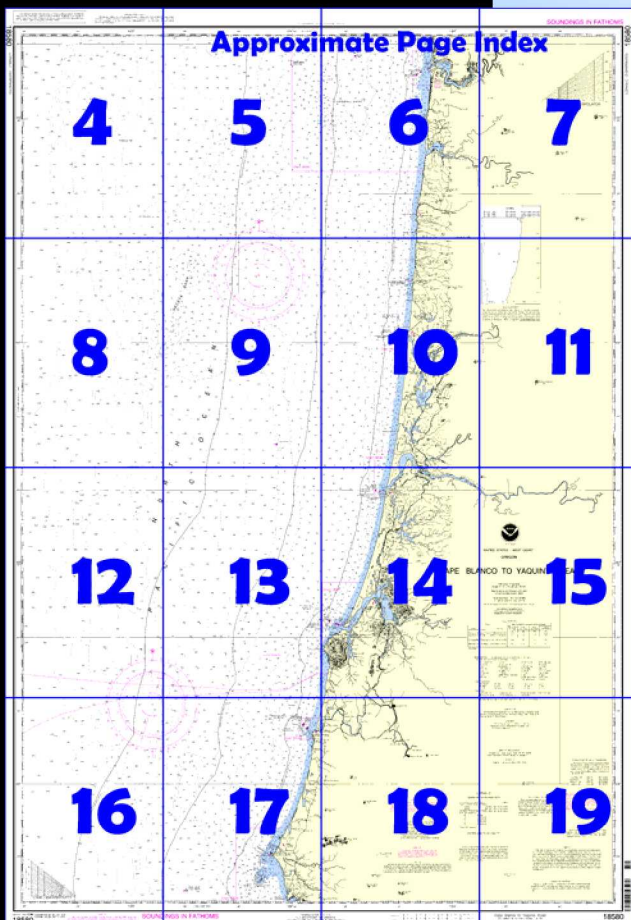
Cape Blanco to Yaquina Head

(NOAA Chart 18580)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

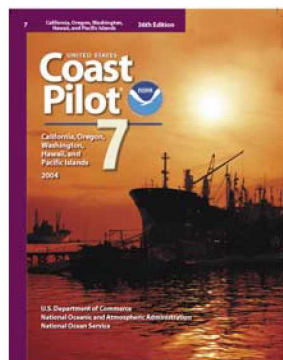
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 9 excerpts]

(66) **Cape Blanco** projects about 1.5 miles from the general trend of the coast. It is a small bare tableland, terminating seaward in a cliff 203 feet high, with low land behind it. A large high rock lies close under the S side of the cape. From seaward the cape is not prominent, but, from N or S, it appears like a moderately low bluff islet. The group of buildings at Cape Blanco is very prominent.

(75) **Coquille Point** is 0.6 mile S of Coquille River entrance. Several rocky

islets extend 0.5 mile off the point and rocks showing breakers in any swell extend 1.2 miles W and a mile NW of the point.

(93) **Coos Head**, 229 feet high, 1.8 miles ENE of Cape Arago Light, is on the S side of the entrance to Coos Bay. Coos Head is marked by a light on the NE side. The cliffs of Coos Head are about 100 feet high and

terminate in several small rocky points with sand beaches between them. The buildings of the U.S. Naval facility for oceanographic research are conspicuous on the bluffs just SW of Coos Head.

(94) **Coos Bay**, 33 miles N of Cape Blanco, is used as a harbor of refuge and can be entered at any time except in extreme weather. Coos Bay is one of the most important harbors between San Francisco and the Columbia River, and one of the largest forest products ports in the world. Principal foreign exports are logs, woodchips, lumber, plywood, paper, and paperboard.

(142) **Coos River** empties through two channels into the bay at its head. The N unmarked channel follows the E side of the bay and empties abreast of North Bend.

(147) **Umpqua River** is entered 20 miles N of Cape Arago Light. Some lumber, sand, crushed rock, and oil are barged on the river, but commercial traffic is very light. The **customs port of entry** is at Coos Bay.

(161) **Gardiner**, on the NE bank of the river 8.5 miles inside the entrance, is the site of a large papermill and a lumbermill. A dredged channel serves these mills. Barges unload fuel oil at the papermill wharf, 0.8 mile N of the town.

(168) **Siuslaw River**, entered 43 miles N of Cape Arago Light and 7.5 miles S of Heceta Head Light, has some logging operations, and finished lumber is barged to Pacific ports. Prominent from offshore is wooded **Cannery Hill**, on the E side of the river 1.4 miles above the entrance.

(179) **Heceta Head**, 28.5 miles N of Umpqua River Light, has a seaward face 2.5 miles long with nearly vertical cliffs 100 to 200 feet high. The summit of the head reaches an elevation of 1,000 feet 0.5 mile from the cliffs and is covered with grass and a few pines.

(181) **Heceta Bank**, 70 miles NNW of Cape Blanco and 30 miles offshore W of Heceta Head, covers an irregular area about 30 miles long and 10 miles wide. The least depth on the bank is 25 fathoms, but the depths are irregular. The depths N and S of the bank are considerably greater.

(184) **Cape Perpetua**, 9 miles N of Heceta Head, consists of two projecting points, the N of which is the bolder and marked by **Cleft of the Rock Light** (44°17.5'N., 124°06.5'W.), a private light 110 feet above the water and shown from a gray square tower attached to a dwelling.

(185) **Yachats River**, navigable only for canoes, breaks through the coast hills immediately N from Cape Perpetua.

(189) **Alsea Bay** is 68 miles N of Cape Arago. The N point is low, broad, and sandy, but the S point is an abrupt sandstone cliff about 100 feet high, covered with trees.

(193) **Stonewall Bank**, 17 miles SW of Yaquina Head Light and 14 miles offshore, is 9 miles long in a N direction and 2.5 miles wide. There is a least depth of 13 fathoms on the bank. An unmarked submerged obstruction is close SW of Stonewall Bank in about 44°29.8'N., 124°24.9'W.

(194) **Yaquina Head**, 32.5 miles N of Heceta Head, is distinguished by two conical hills covered with grass. The outer one is 356 feet high and the inner 390 feet high, with a low saddle between them. The extremity of the point, which projects about a mile from the general trend of the coast, is broken and rocky, but comparatively low.

(198) **Yaquina Bay** entrance is 4 miles S of Yaquina Head Light. The bay is a tidal estuary, the harbor itself being merely the widening of **Yaquina River** just inside the entrance.

(208) **Newport**, just inside the N entrance point, is the principal town on the bay and river. The town has a considerable fishing industry with several small fish-processing plants. Lumber, logs, paper and plywood, either barged from upper river mills or delivered by truck, are shipped from the wharves at **McLean Point**, just E of Newport.

(221) **Yaquina** is a small settlement 4.2 miles above the entrance. A power cable across Yaquina River, 0.5 mile above Yaquina, has a clearance of 77 feet. At Yaquina, there is moorage and a 6,000 pound hoist. Fuel and supplies can be purchased. Several small marinas are along the river between Newport and Toledo.

Table of Selected Chart Notes

Corrected through NM Dec. 10/05
Corrected through LNM Dec. 06/05

Mercator Projection
Scale 1:191,730 at Lat. 43°40'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.578" southward and 4.387" westward to agree with this chart.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Coos Bay, OR	KIH-32	162.40 MHz
Eugene, OR	KEC-42	162.40 MHz
Newport, OR	KIH-33	162.55 MHz
Florence, OR	WNG-674	162.500 MHz

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)					
Aids to Navigation (lights are white unless otherwise indicated):					
AERO aeronautical	G green	Mo morse code	R TR radio tower		
Al alternating	IQ interrupted quick	N nun	Rot rotating		
B black	Is isophase	OBSC obscured	s seconds		
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector		
C can	M nautical mile	Or orange	St M statute miles		
DIA diaphone	m minutes	Q quick	VQ very quick		
F fixed	MICRO TR microwave tower	R red	W white		
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle		
		R Bn radiobeacon	Y yellow		
Bottom characteristics:					
Bds boulders	Co coral	gy gray	Oys oysters	so soft	
bk broken	G gravel	h hard	Rk rock	Sh shells	
Cy clay	Grs grass	M mud	S sand	sy sticky	
Miscellaneous:					
AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged		
ED existence doubtful	PA position approximate	Rep reported			
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.					
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.					

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(Lat/Long)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Newport, Yaquina River (44°38'N/124°03'W)		8.0	7.3	1.3	-3.0
Waldport, Alsea Bay (44°26'N/124°04'W)		7.7	7.0	1.2	-3.0
Umpqua River Entrance (43°41'N/124°12'W)		6.9	6.3	1.2	-3.0
Bandon, Coquille River (43°07'N/124°25'W)		7.1	6.4	1.2	---

(Oct 2005)

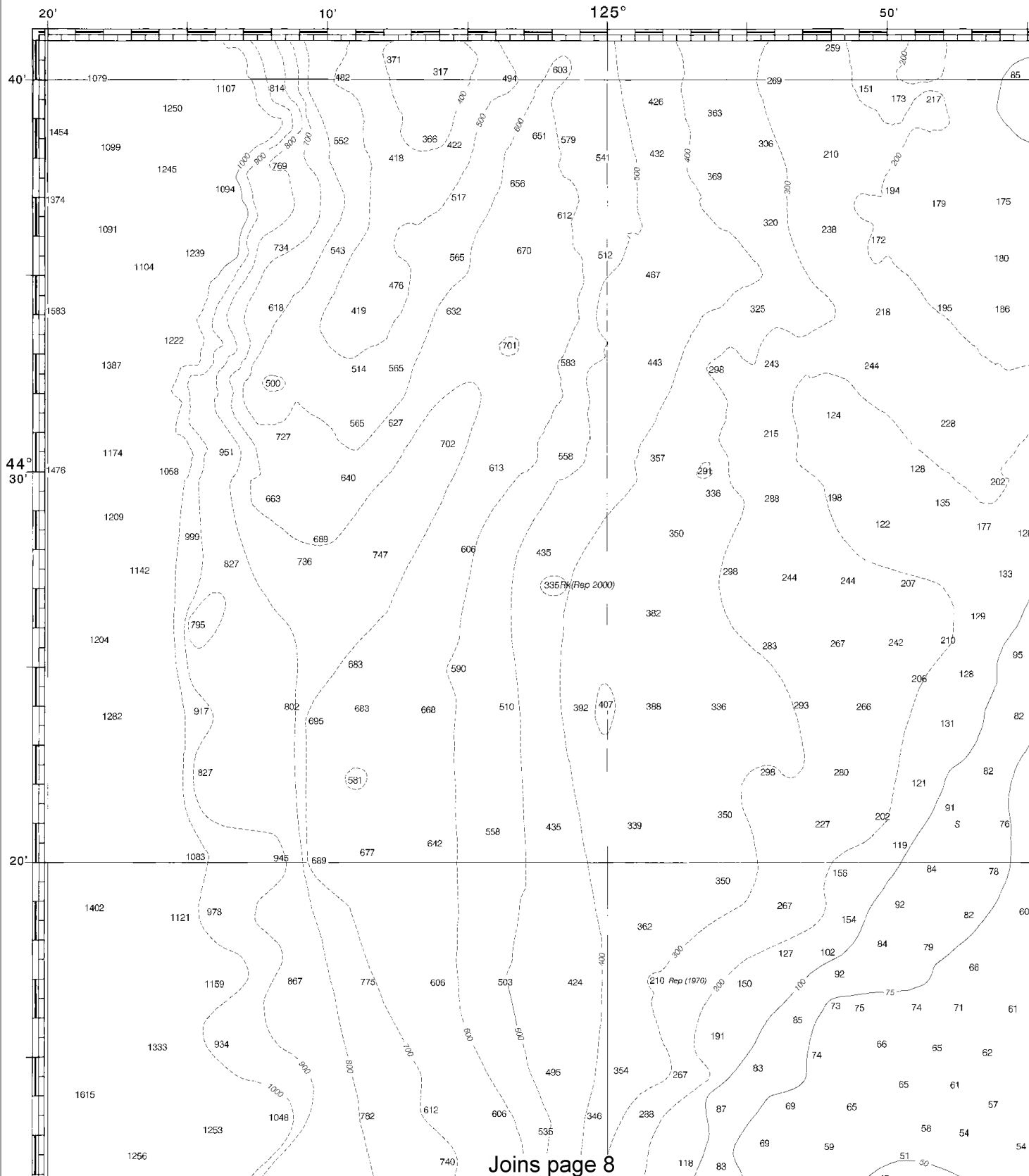
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18580

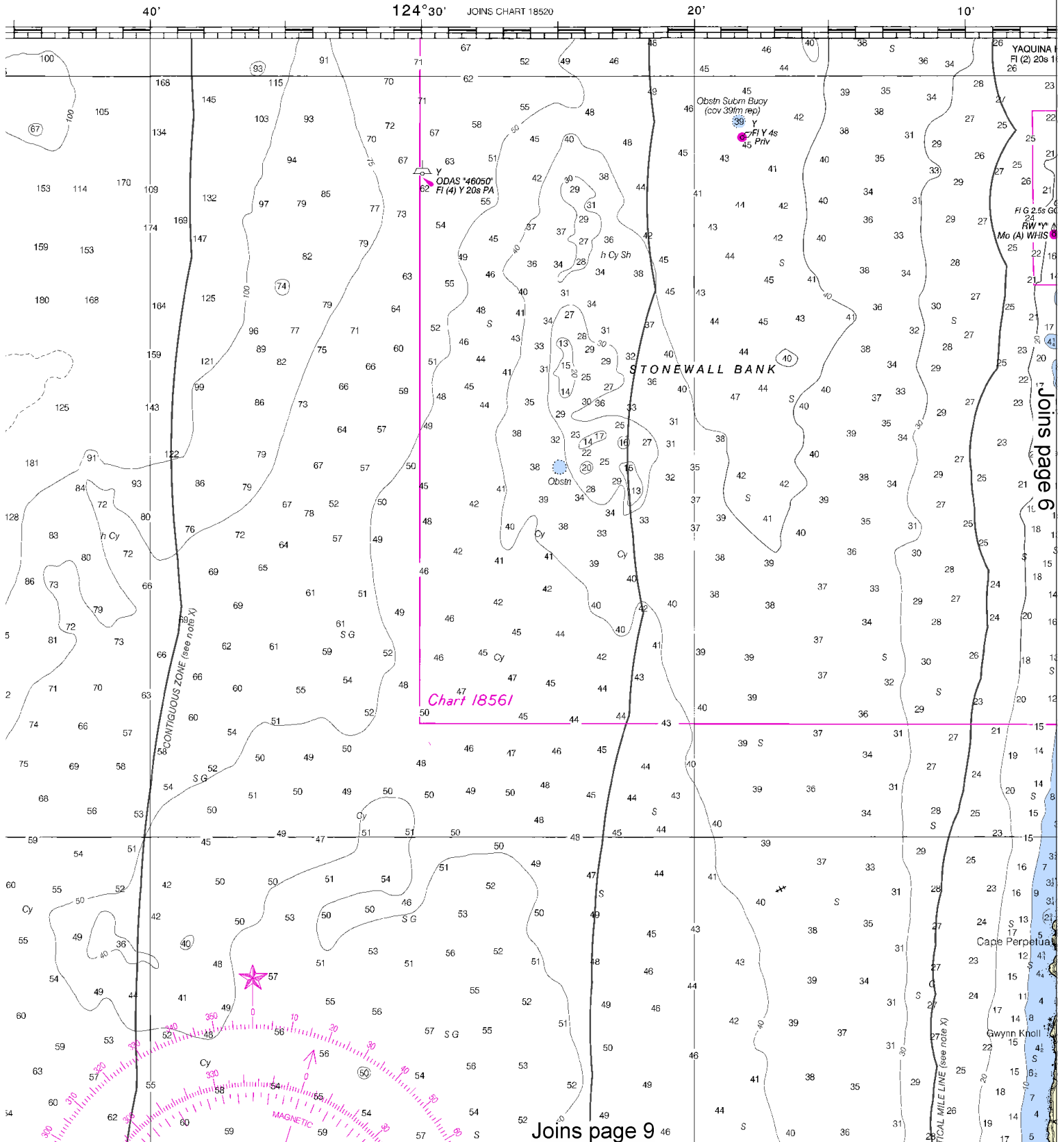
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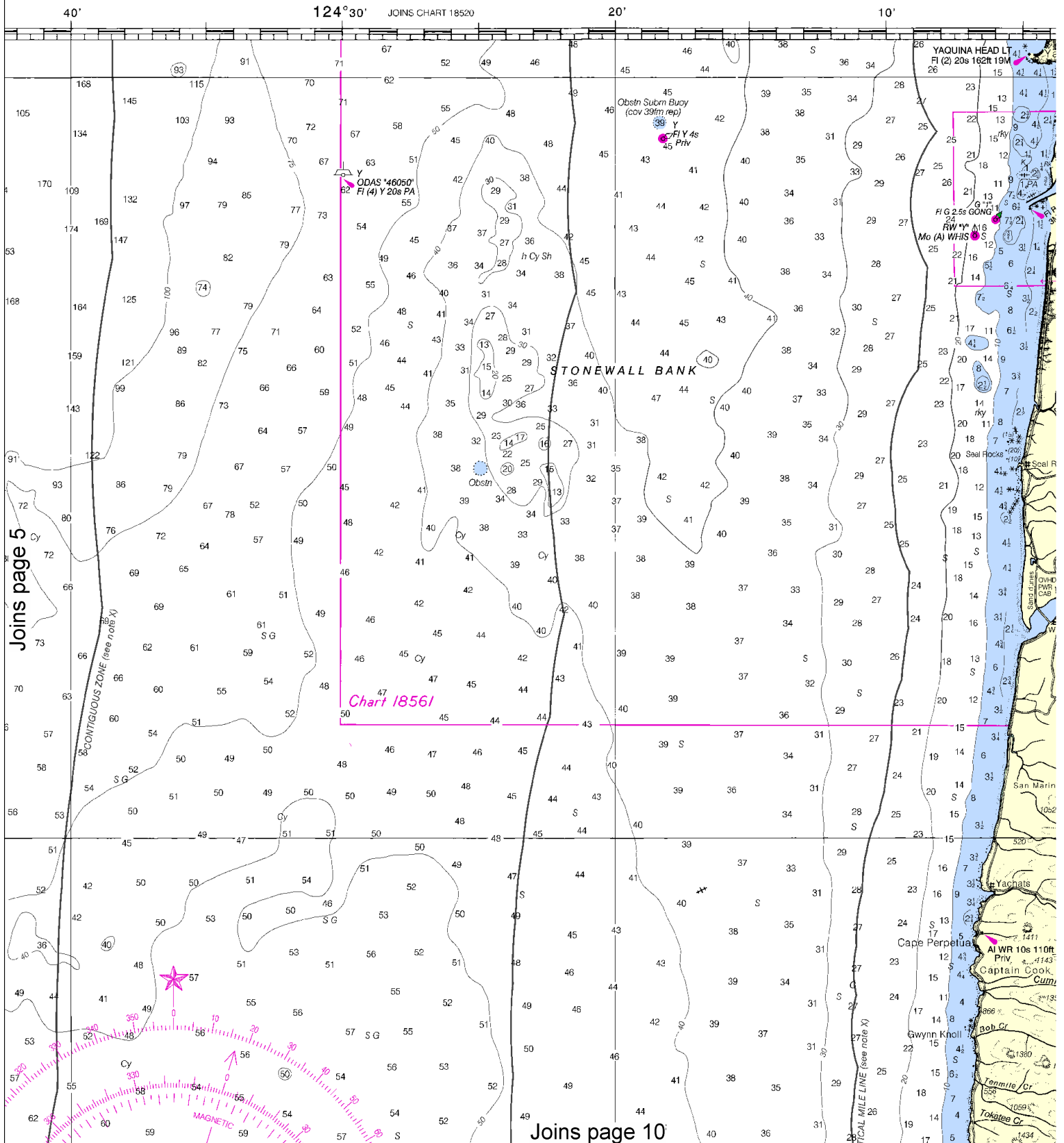
Joins page 8

4





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:255640. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

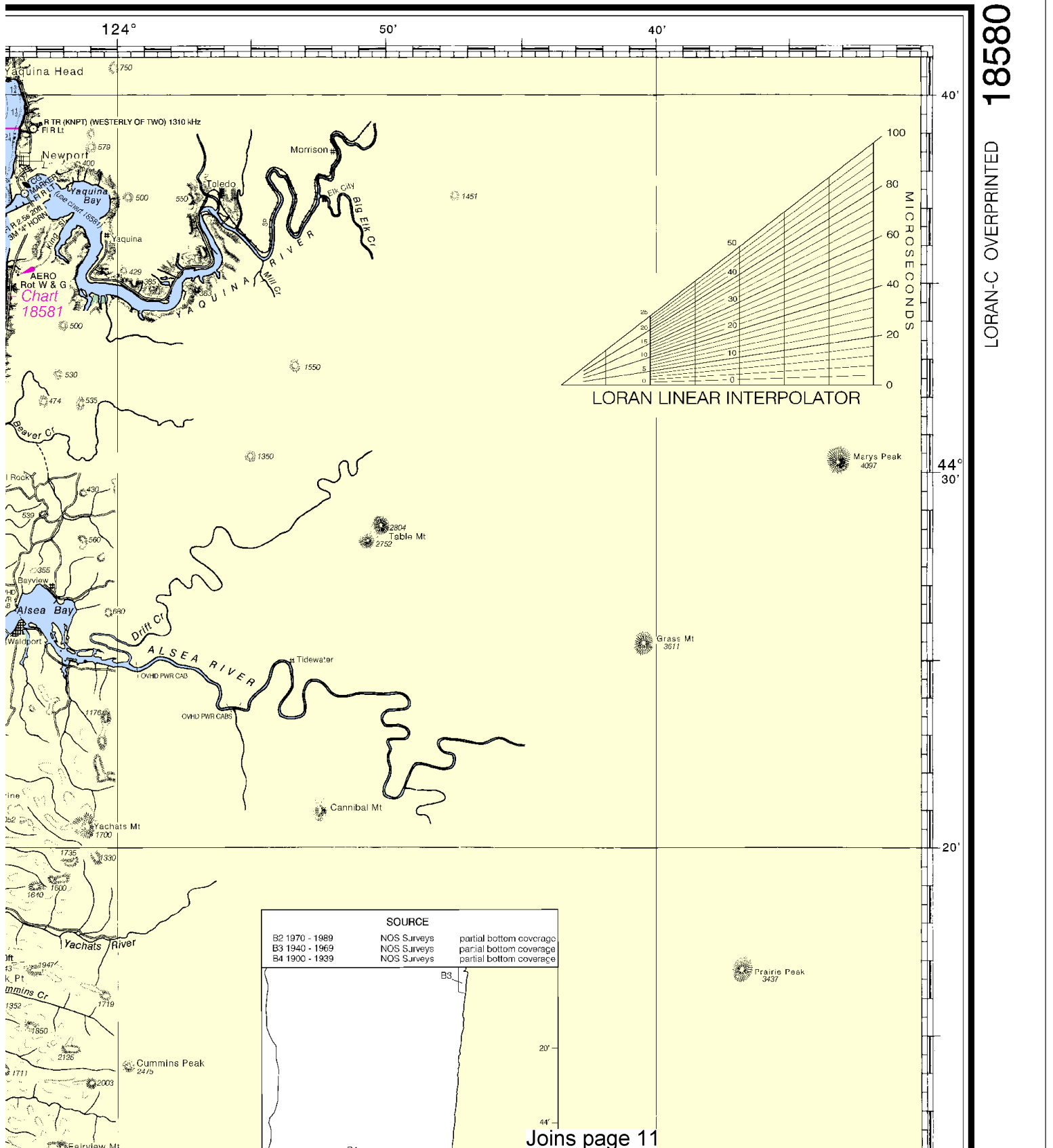


Joins page 5

Joins page 10



SOUNDINGS IN FATHOMS



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

Joins page 12

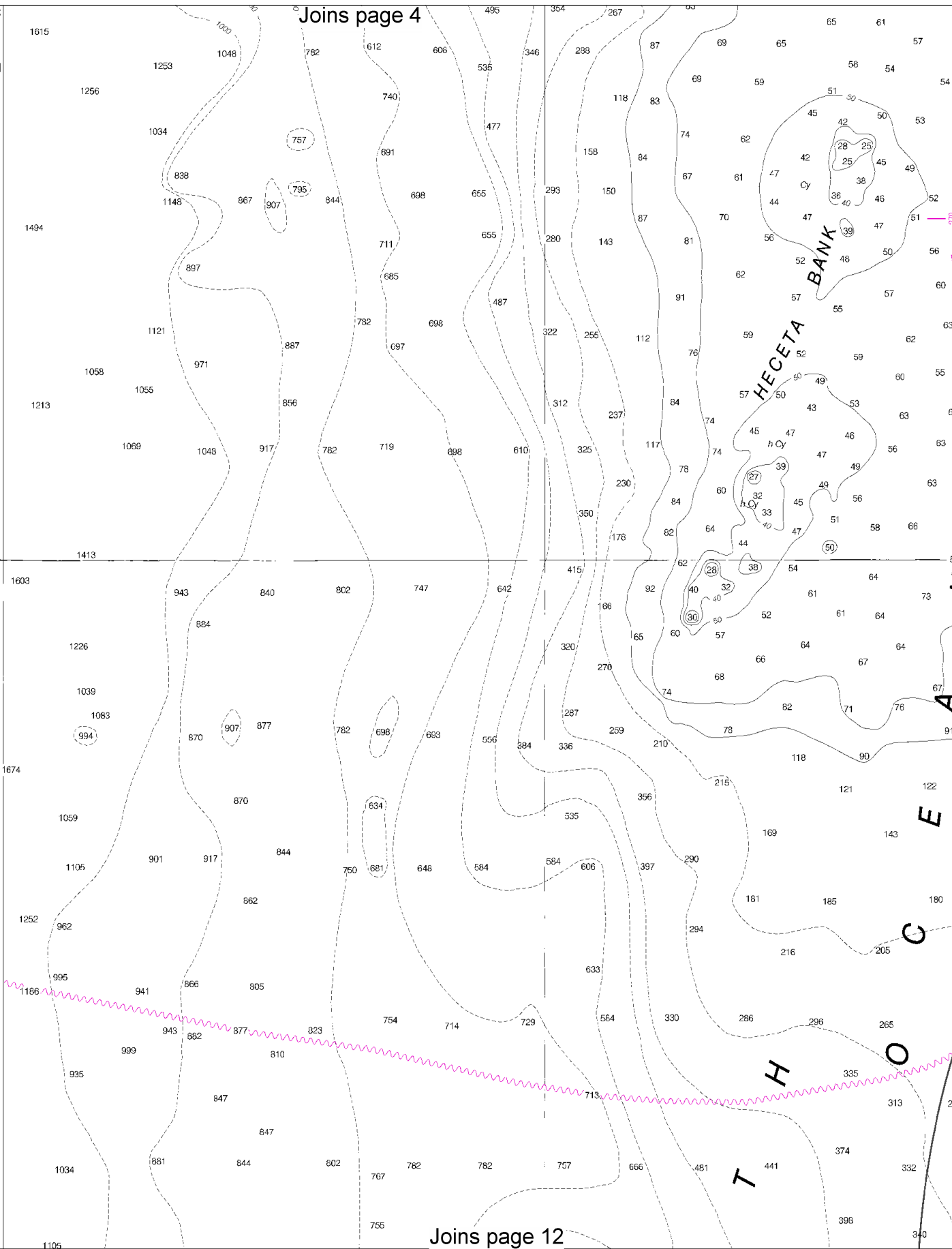
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44°

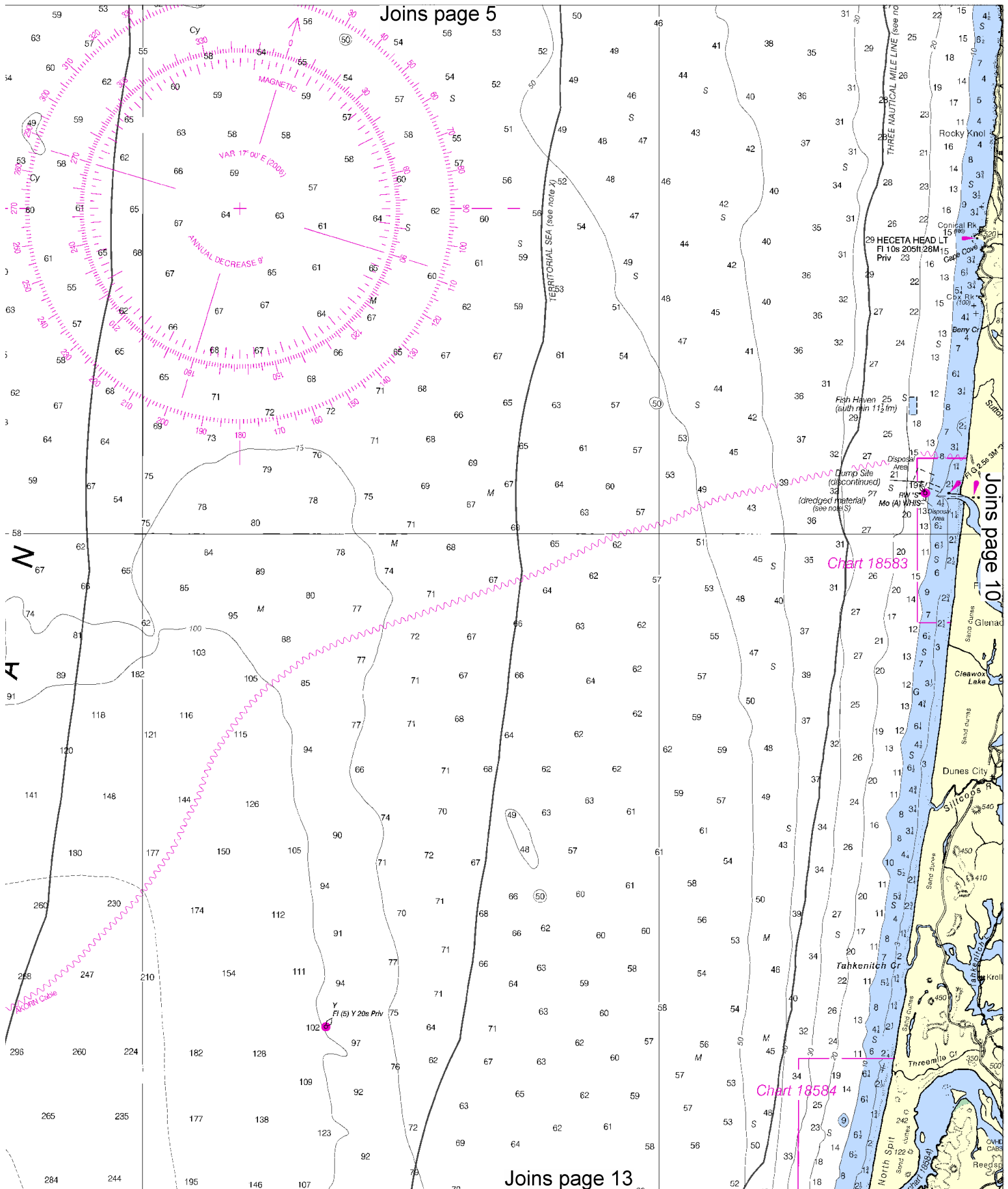
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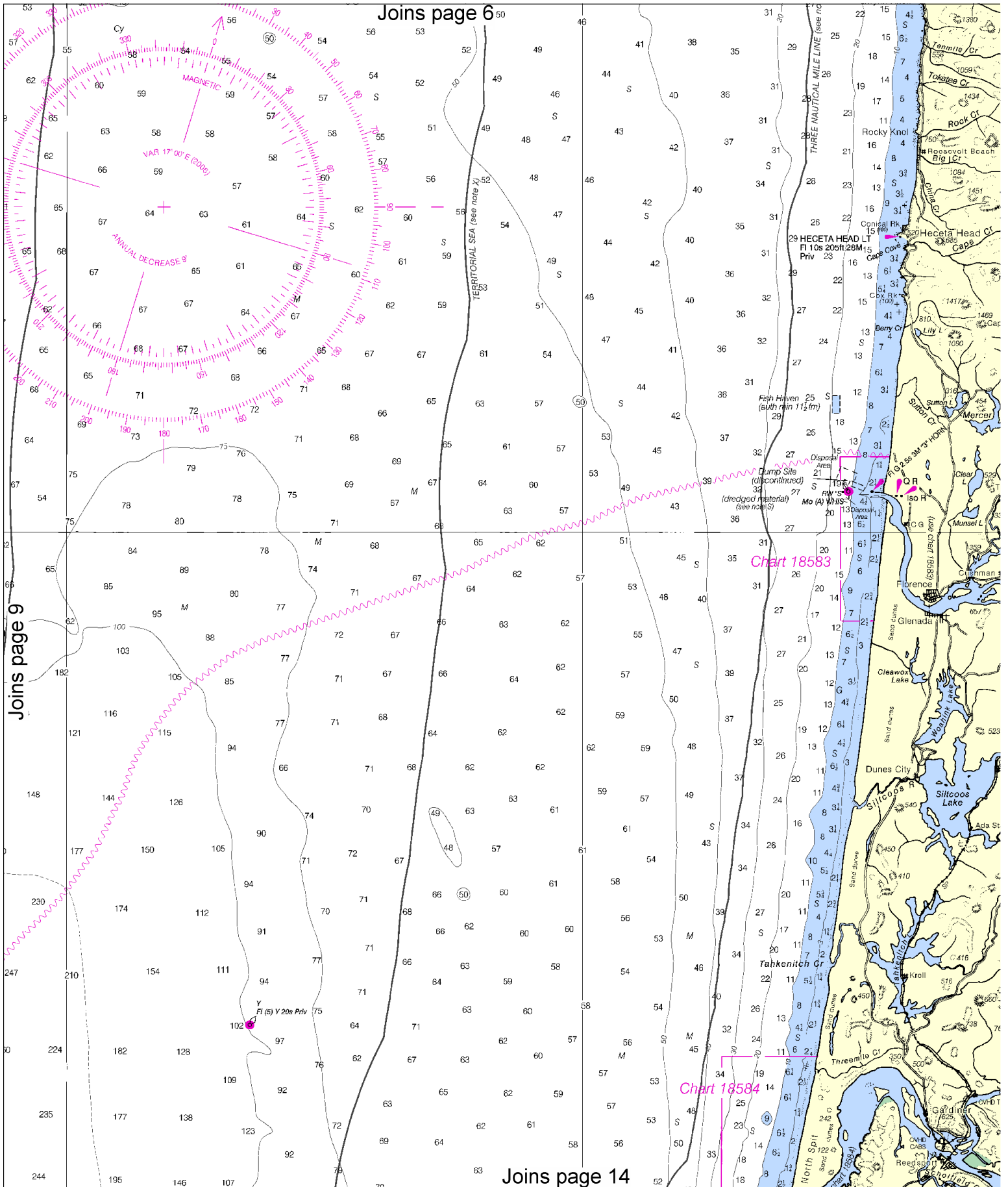
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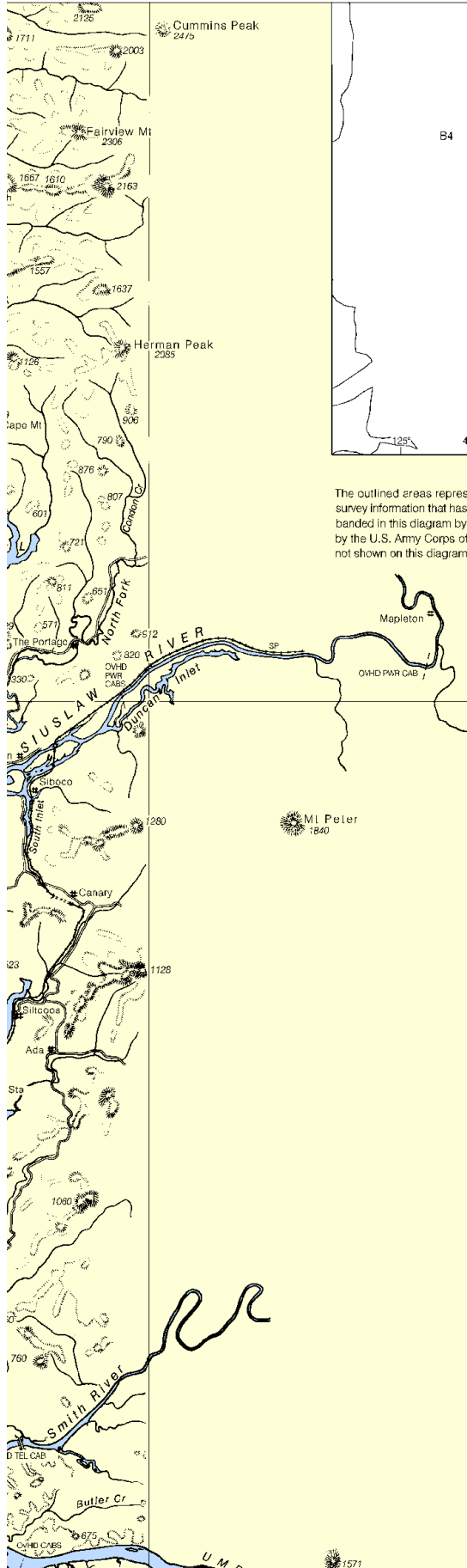


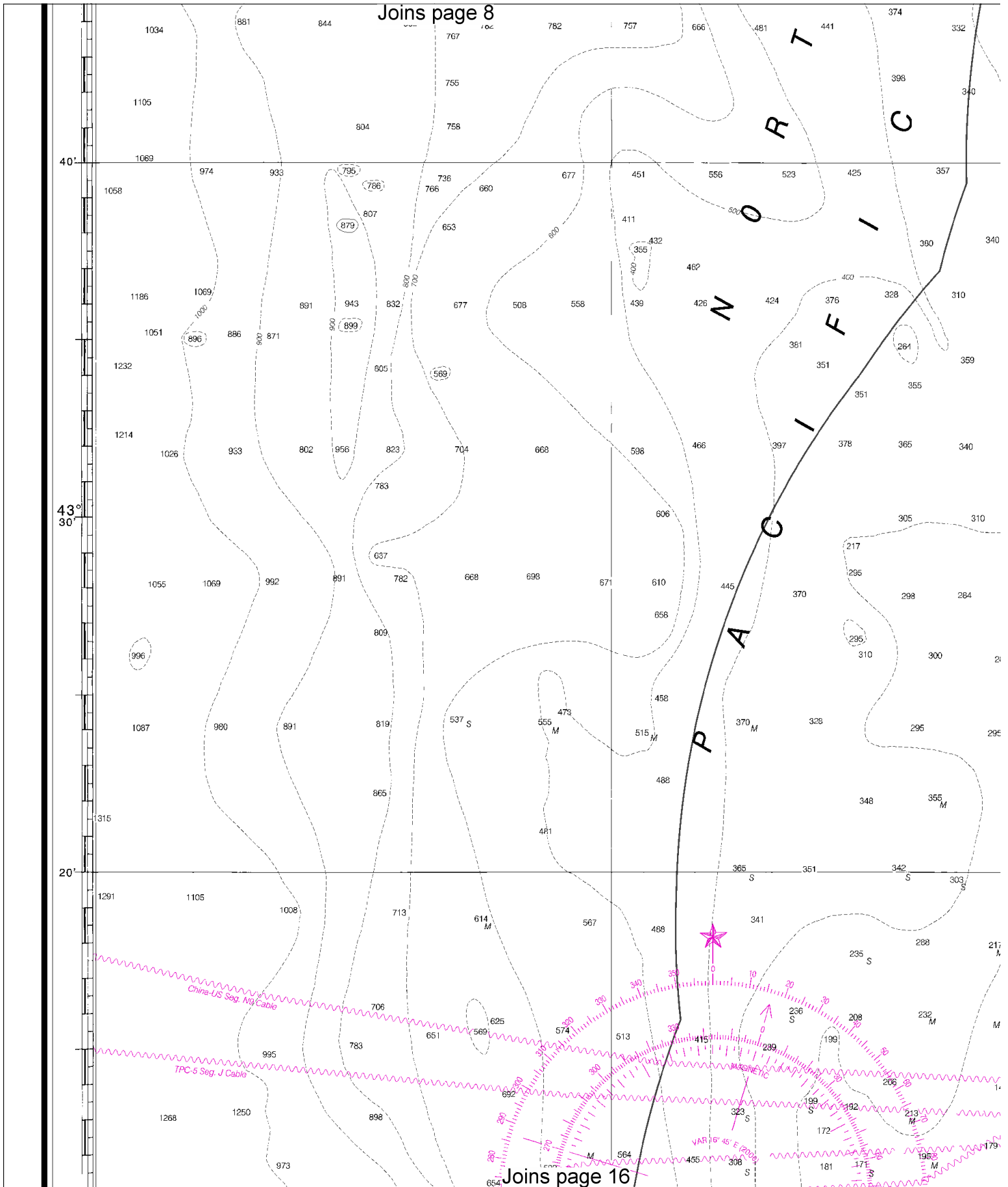
Joins page 5





The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



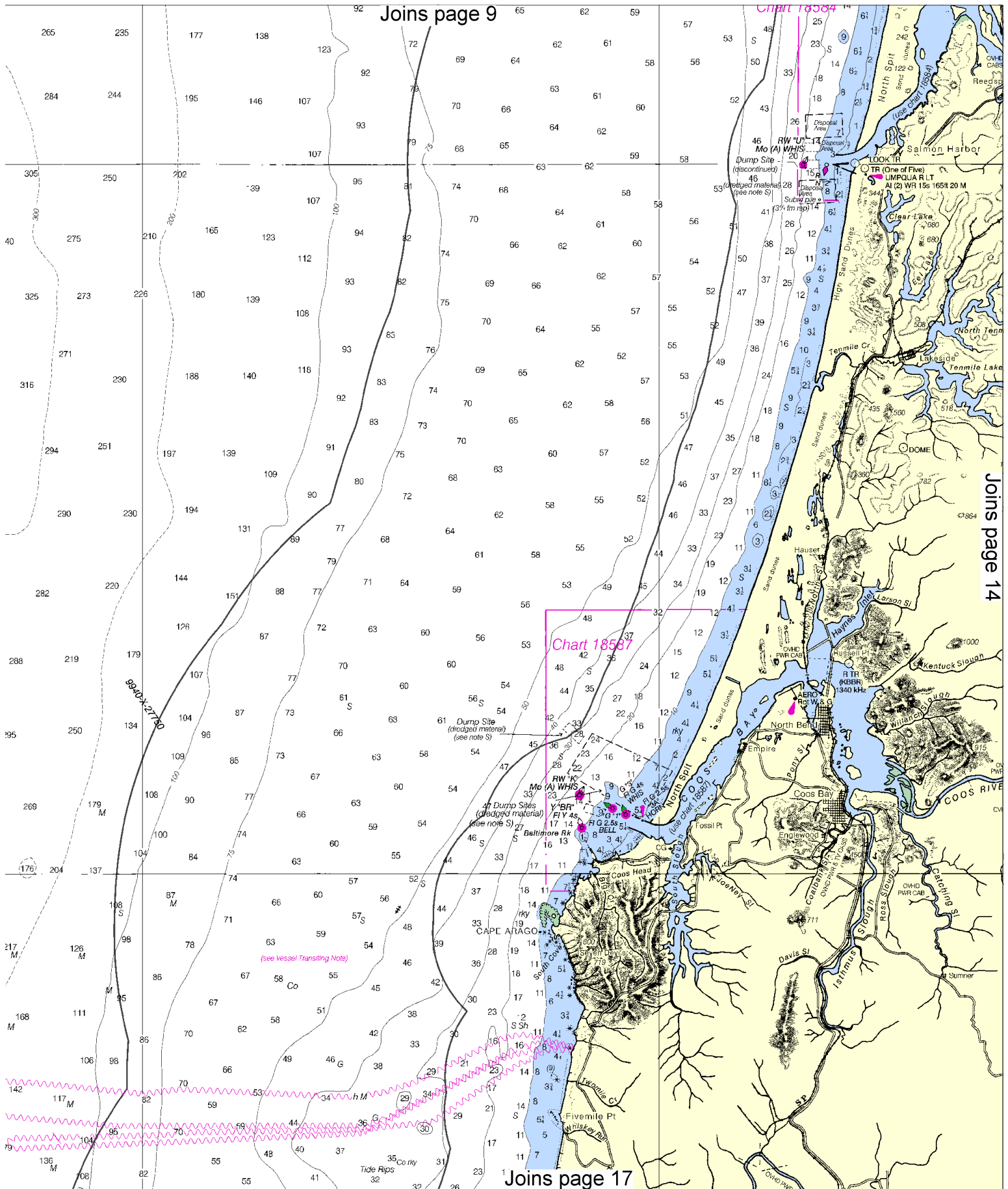


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Joins page 14

Chart 18587

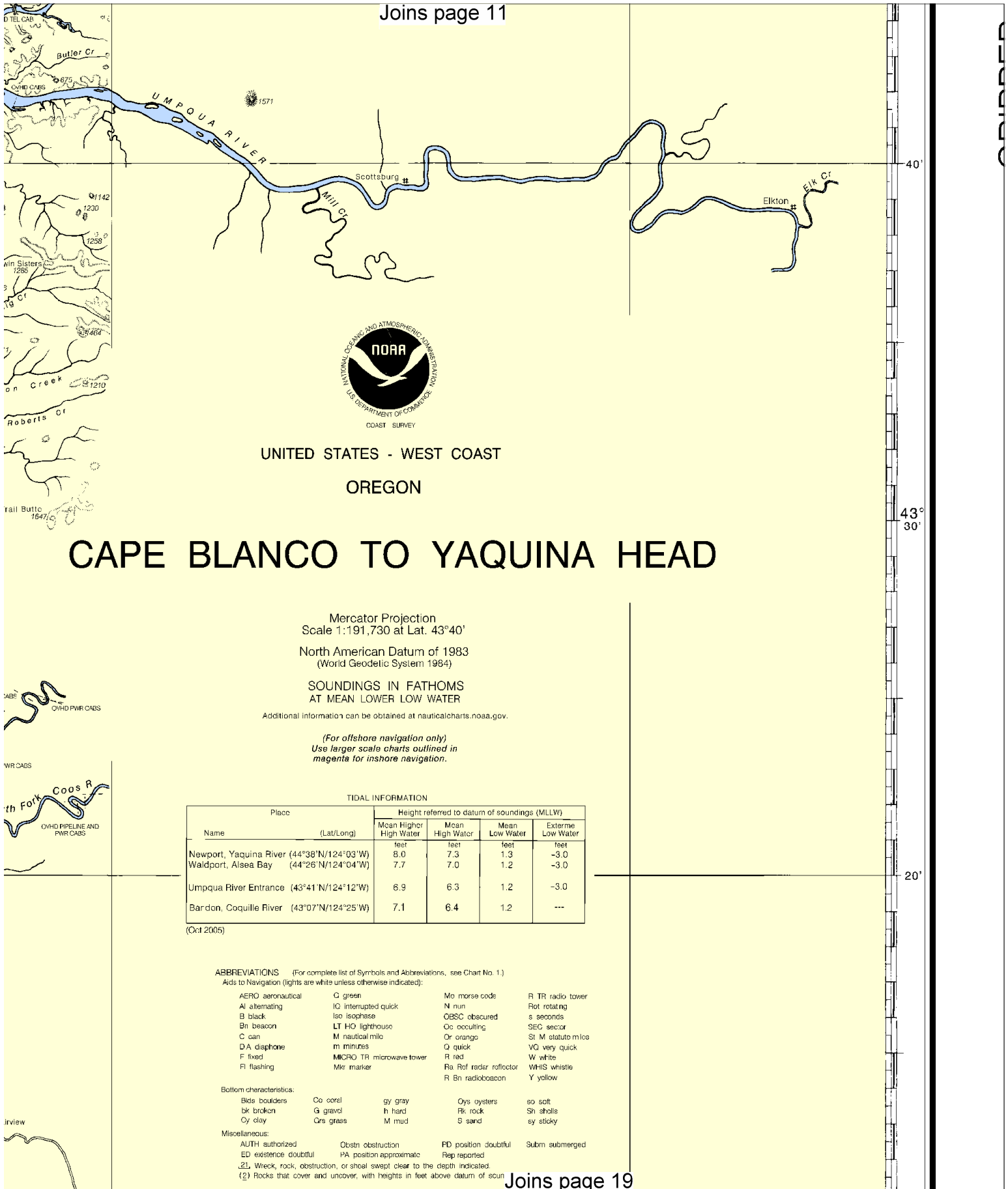
Joins page 17



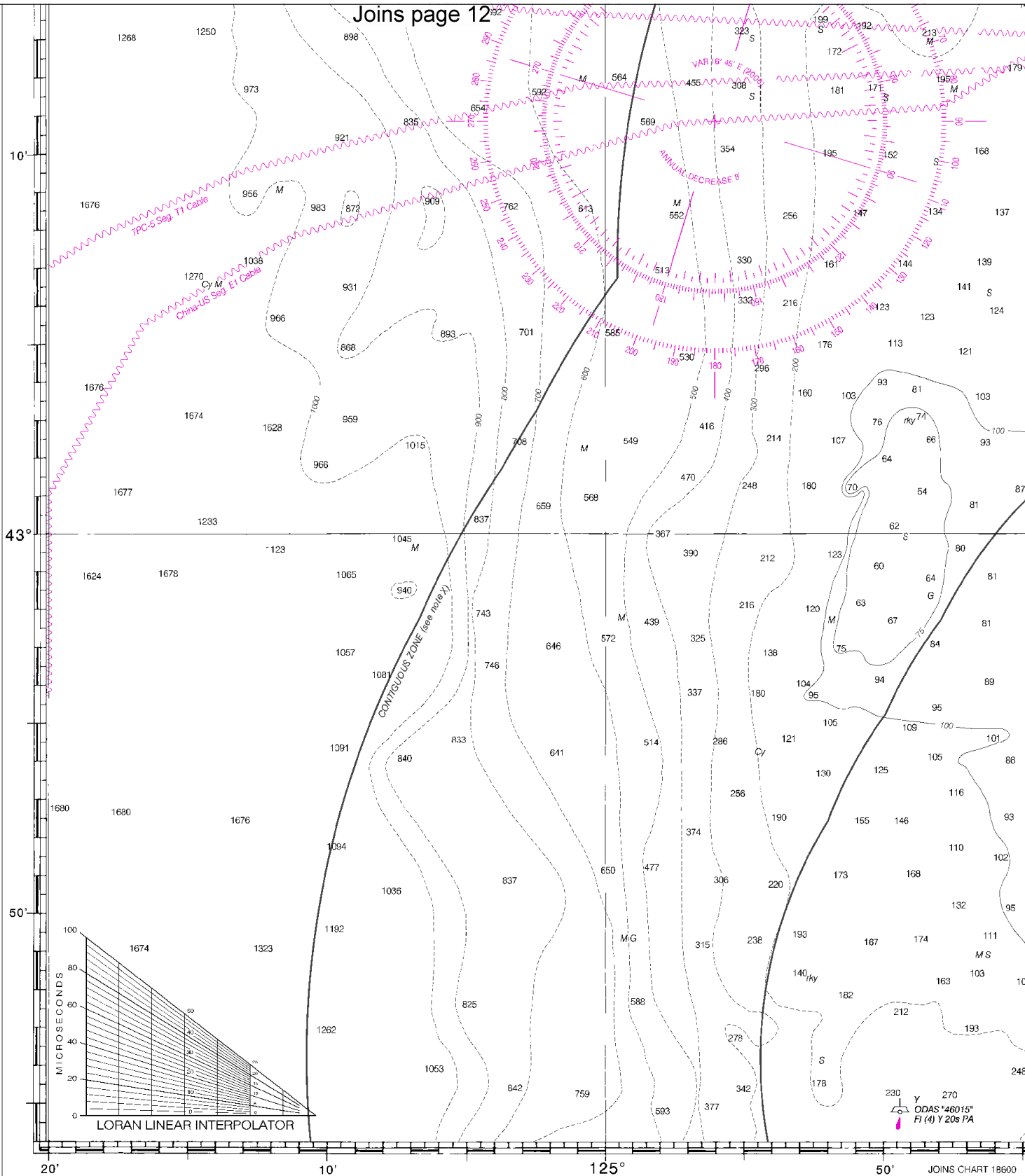
Joins page 108

Joins page 13

Joins page 18



Joins page 12



22nd Ed., Dec./05 ■ Corrected through NM Dec. 10/05
10500 Corrected through LNM Dec. 06/05

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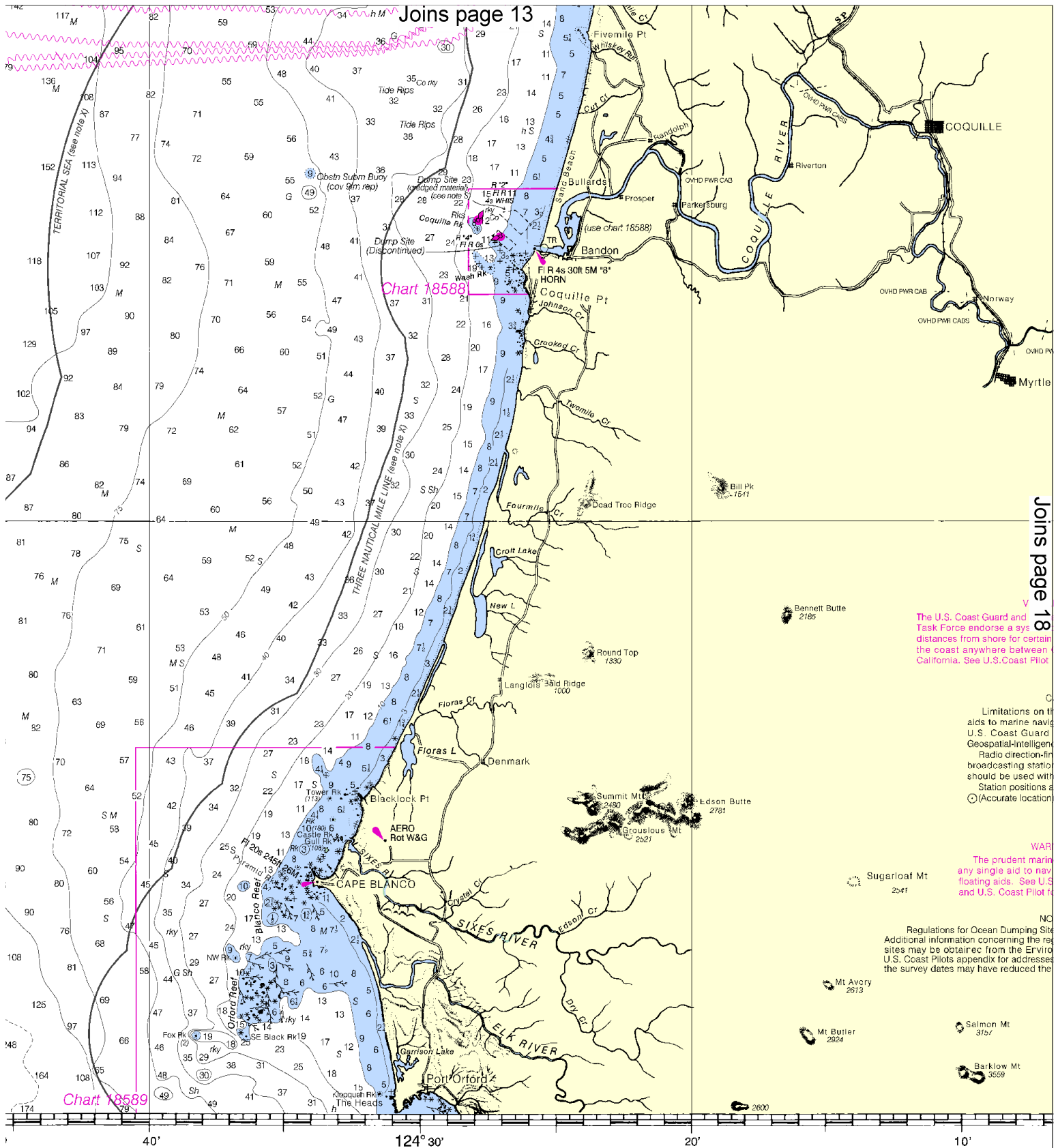
CAUTION

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SOUNDINGS IN FATHOM

16

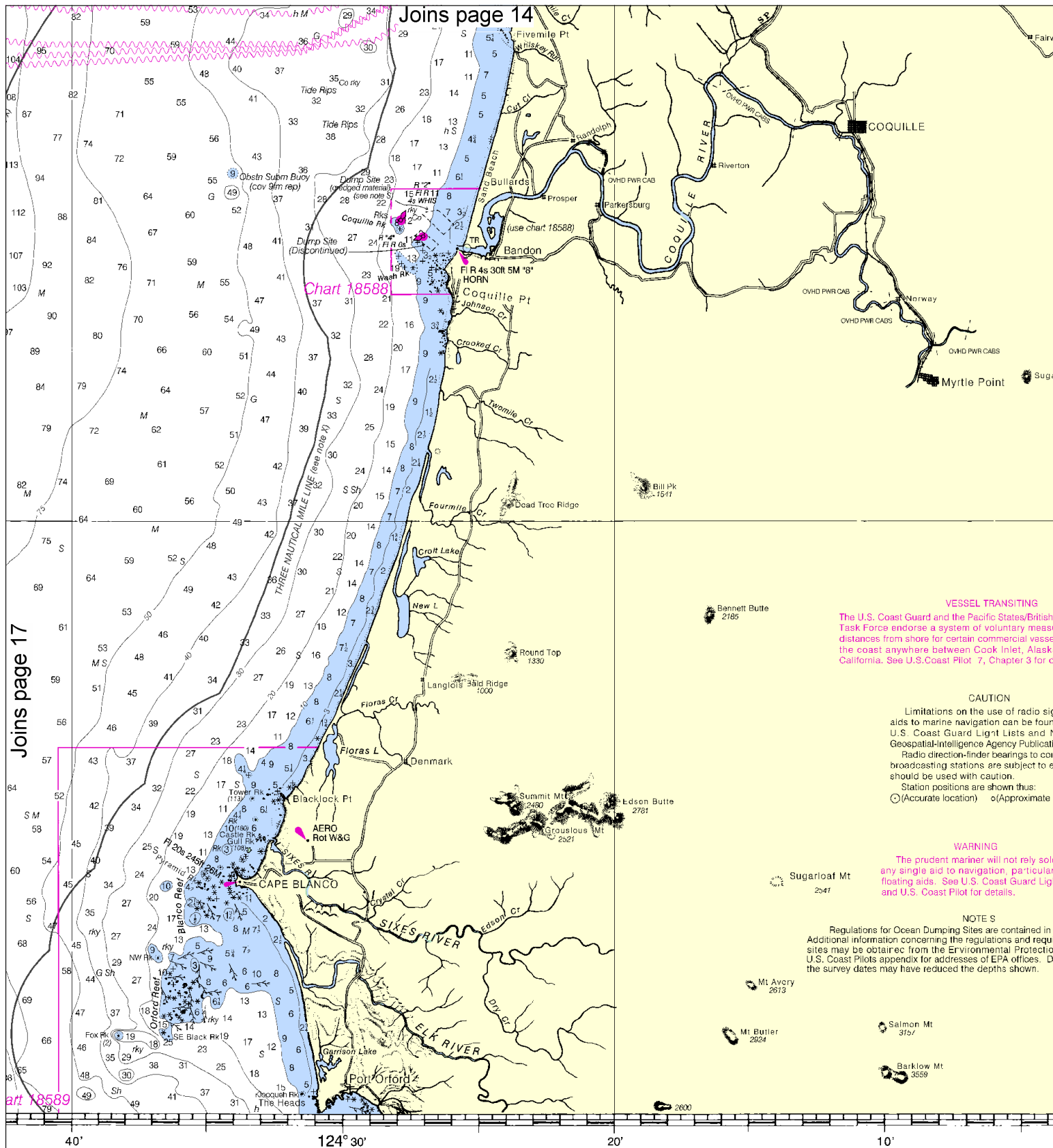




MS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	4	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4



VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Task Force endorse a system of voluntary measured distances from shore for certain commercial vessels transiting the coast anywhere between Cook Inlet, Alaska to California. See U.S. Coast Pilot 7, Chapter 3 for details.

CAUTION

Limitations on the use of radio signals to marine navigation can be found in U.S. Coast Guard Light Lists and the Geospatial-Intelligence Agency Publication. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: (Accurate location) (Approximate location)

WARNING

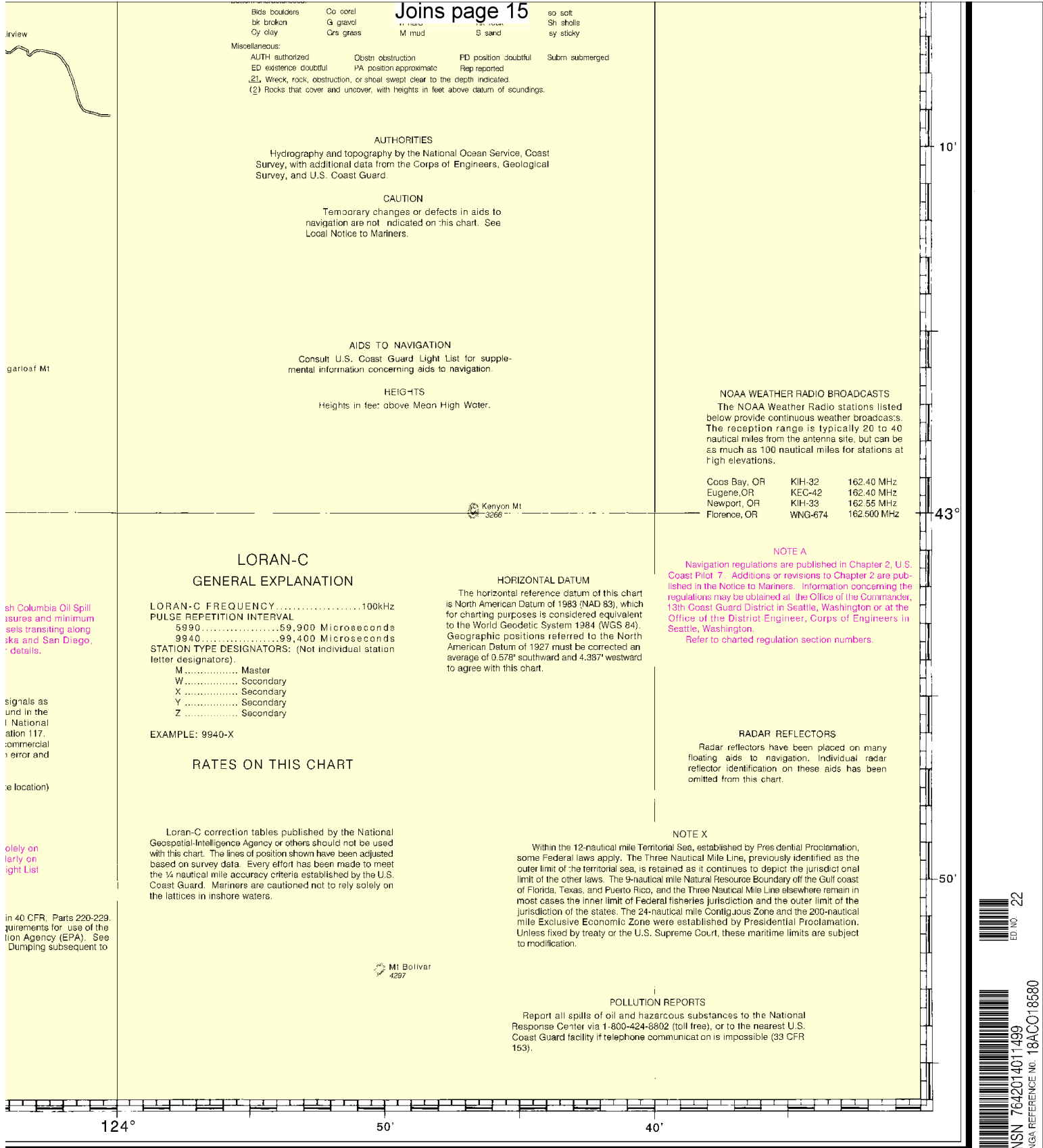
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NOTE

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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7



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iron Agency (EPA). See
Dumping subsequent to

8	6	10	11	12	13	14	15	16	17
45	54	60	66	72	78	84	90	96	102
14	15	16	17	18	19	20	21	22	23
24	25	26	27	28	29	30	31		

Cape Blanco to Yaquina Head
SOUNDINGS IN FATHOMS - SCALE 1:191,730

18580
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19

Joins page 15

Bkls boulders Co coral so soft
bk broken G gravel Sh sholls
Cy clay Grs grass M mud S sand sy sticky

Miscellaneous:
AUTH authorized Obstr obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, Geological
Survey, and U.S. Coast Guard.

CAUTION

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navigation are not indicated on this chart. See
Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supple-
mental information concerning aids to navigation.

HEIGHTS

Heights in feet above Mean High Water.

NOAA WEATHER RADIO BROADCASTS

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The reception range is typically 20 to 40
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NOTE A

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Coast Pilot 7. Additions or revisions to Chapter 2 are pub-
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13th Coast Guard District in Seattle, Washington or at the
Office of the District Engineer, Corps of Engineers in
Seattle, Washington.
Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many
floating aids to navigation. Individual radar
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omitted from this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Pres-
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mile Exclusive Economic Zone were established by Presidential Proclamation.
Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject
to modification.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National
Response Center via 1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication is impossible (33 CFR
153).

ED NO 22

NSN 7642014011499
NGA REFERENCE NO. 18AC018580

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 206-220-7001

Coast Guard North Bend – 541-756-9210

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.